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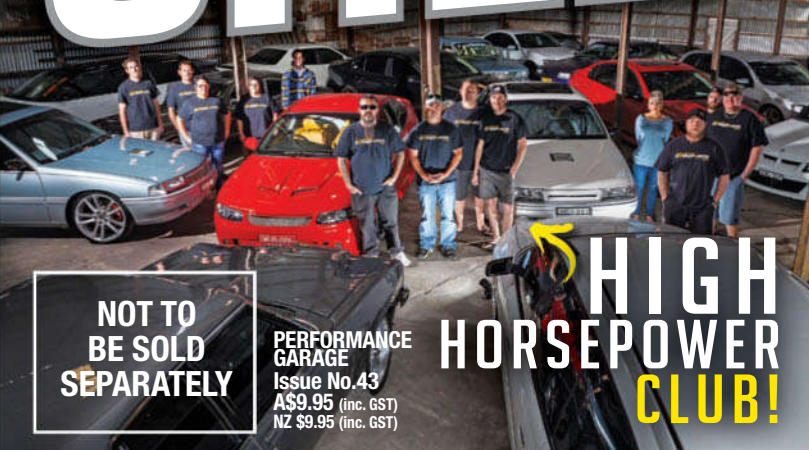
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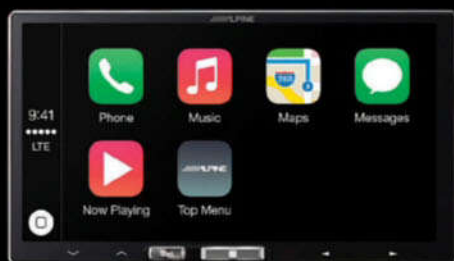


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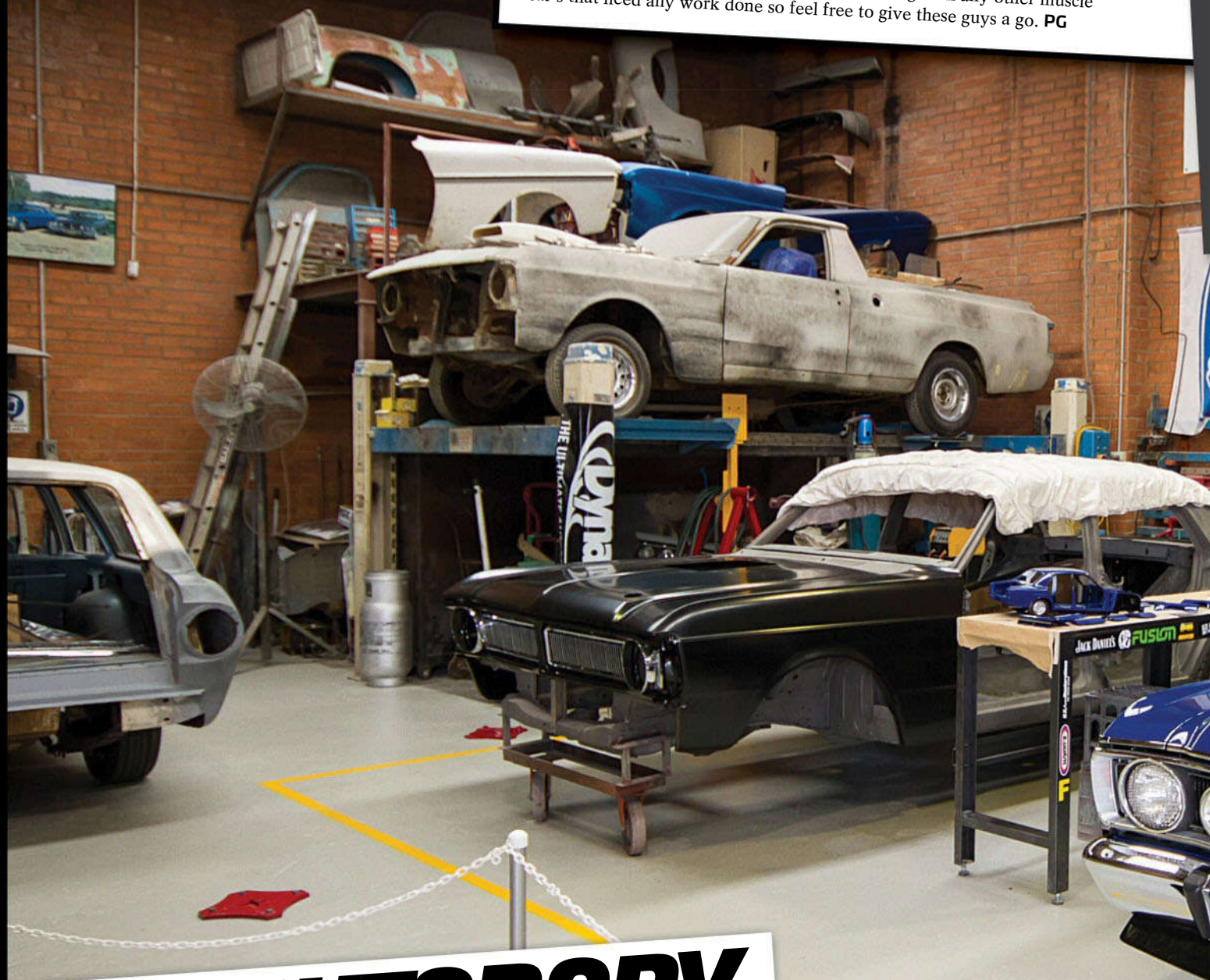


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SLACKTIVISM

/ˈslæktɪvɪz(ə)m/noun
informal

noun: slacktivism; noun: slactivism
actions performed via the Internet in support of a political or social cause but regarded as requiring little time or involvement, e.g. signing an online petition or joining a campaign group on a social media website.

“Sign this online petition to really make a change”

Since the inception of social media, and likely since the dawn of mainstream internet communication, an unnerving world view has developed that would have you believe all of the world's problems and issues can be solved with the click of a button. If you have a Facebook account you've almost certainly seen the calls for support pop up with increasing frequency. They ask you to show you care about their particular topic or cause by adding your name to a register, clicking the Like button, or through some other similarly innocuous act, and having done so you're expected to feel warm and fuzzy inside, knowing that you've helped in some way.

Let's get something straight right now. Likes don't feed the hungry, clothe the poor or house the homeless. They won't cure cancer, they won't stop abuse by government or corporation, and they won't bring you luck in your home life or career. Put simply, if you think you're adding weight to an argument or credibility to a position by pinning your name to a cause and sharing it on social media, I have some very bad news for you.

If this seems an odd thing to be railing against in a car magazine, and it is, please allow me to explain. Over the past week I've seen a certain petition circulated on Facebook by a large number of people in the broader car scene, many of whom I know reasonably well. This petition calls for changes to the laws that govern modifications to light vehicles, 4WDs and motorbikes. The petitioner means for it to gain the attention of six state and territory government ministers and to educate them as to the deficiencies in their rulebooks and the failings of their systems.

These types of petitions pop up every now and then and for the most part they simply come and go. Nothing much ever happens as a result, and aside from some collegial back patting and moans of “why don't the police concentrate on the real criminals?” they're usually easy to ignore. They soon fade from sight, never to be heard from again. But there was something different about this one. It was popping up everywhere and by the time I got around to reading it, more than 10,000 people had added their name to the list of backers.

I'm not sure if everyone who signed the petition read every word or whether they threw their two cents in blindly, but having read it in its entirety I didn't know whether to laugh or cry. While I'm sure it was written with the best intentions, as a lifetime car enthusiast I'd rather my views go unrepresented than to have the ones in this document do the talking on my behalf. Worse than the misplaced (and misspelled) rambling pages of victim mentality dribble, the whole thing was directionless, mixing in calls for changes to vehicle standards legislation and codes of practice with the idea of hoon labeling and the treatment of car enthusiasts by police. It finishes off with the threat of the car enthusiast family not going down without a fight.

I don't know how many Performance Garage readers have ever dealt with government at any level, but this is not how you enable change. At 754 words long there's plenty in there that many car enthusiasts agree with, even some I could get behind. But not by adding my name to an online petition and then doing precisely nothing about it when, not if, it is ignored and eventually fades away into the depths of ineffective internet history. There are ways to effect change in society and slacktivism isn't one of them.

See you next time.
Adrian

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**NEXT TIME
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PERFORMANCE
RIDE STAY
CLEAR OF THE
DAY DREAMERS
IN CLUNKERS,
THERE IS A GOOD
CHANCE THEY
DON'T KNOW
YOU EXIST**



BREAKING OLD HABITS

The only time a driver has to re-adjust their driving style is when they get behind the wheel of a different vehicle. If it's European you can guarantee at the first corner wipers will spring to life instead of indicators. Seating position, steering, braking, etc sends different messages through your backside to the brain. In a short period what was strange becomes normal and this is where problems arise. Most drivers give little thought to what they're doing with drive time used as think time, called dream time. This equates to entering the danger zone as the brain's capacity is diverted away from the task of driving.

Motoring enthusiasts spend a bucket load of coin on their cars but does this make them a more aware driver? I believe it does because they know out on public roads there are plenty of clunkers driven by those that don't care. A lot of drivers don't bother to wash their car, they smoke leaving the glass filthy, lots of dints and a thought process – it's only a car. The sad reality is that if you love your car you must also share the road with others who are trying to involve you in their crash.

While some might laugh, remember you might be in control but you can't control others. I know of many car lovers that at the slightest possibility of rain, they will garage their toy. What about others that park their wheels in a temperature controlled car bubble? This is not an obsession, it's a behaviour driven by attitude that reflects respect for the passion and hard work invested in their vehicle. Next time you're out enjoying your performance ride stay clear of the day dreamers in clunkers, there is a good chance they don't know you exist.

On a regular basis I get to hang loose sharpening my reflexes at our Performance Driving Programs. This process floods your body with adrenaline which is like increasing boost on a turbo. Everything we do is measured to help clients see where gains are achieved. Conversely, if too much enthusiasm is engaged then mistakes will be pointed out with driving techniques modified for improved performance. Old habits are hard to change but with perseverance anyone can kick a goal as long as you try. Our purpose built road course distance is consistent, meaning, run wide in a corner and the attendee has travelled a longer distance. You did not have to attend university to figure out that time and distance are measureable factors. To prove this to a group of Government driver training experts we set up a challenge with every driver using the same vehicle. Same road course, same distance, oh – different drivers. This activity was timed to reflect accuracy, consistency and a level of commitment and control. These professional driver trainers had to simulate a rapid response, a call to action with no mistakes. I set a benchmark time over three circuits with a split time difference of 3/10th's of a second. Everyone watching commented on the minimal tyre noise as I efficiently used little steering wheel movements along with incremental throttle control. Just turning the steering wheel using the outdated push pull method increases tyre load, friction, in this instance this invoked ESC, electronic stability control slowing the vehicle. Inputting too much steering because the drivers shuffled their hands changed the slip angle of the wheel and tyre, creating massive front wheel skid/understeer. These guys soon realised this outdated steering technique worked against them and it cost them time. The same with braking, they still teach the threshold method saying we don't encourage ABS anti-lock braking techniques. Talk about living in the seventies where older cars needed more physical skills, but come on – we now have to adapt to new driving methods created by new technology.

Look back to 1959, the FC Holden had 13 inch wheels and cross ply tyres. Imagine saying then, in the future some cars will come standard with 20 inch alloys and low profile tyres. Talk fuel injection, electronic ignitions, turbo's, supercharging and this stuff was not standard fare. Motoring has changed so much with technology leading the way helping car companies deliver both efficiency and performance.

Sadly many drivers lack the necessary skills to get the best out of this equipment. Now at least these government driving instructors have had their thinking influenced by us, proving cars don't discriminate. Learning never stops, why not give a thought to having your skills re-tuned.

Remember, pushing a car to the limit is best done on the track, drag strip, or private venue, not on public roads.

**See ya next time.
Luffy**

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MUFFLED RAMBLINGS

Sam writes an open letter to a real, but unnamed, muffler manufacturer

Dear muffler manufacturer,

I consider myself a diligent shopper who reads all the available information before making a purchase, so I find it frustrating when that information is incomplete, especially when something crucial that would have affected my decision to make a purchase is left out.

To be specific, I purchased one of your mufflers to use on my race car project and - silly me - thought a "straight-through" version with "unrestricted flow" that had twin 3in pipes going in and twin 3in pipes coming out would also have twin (perforated) pipes, or at least a big oval, flowing the whole way through it. After all, this is exactly the design I was looking for to suit my particular needs.

I was, however, very disappointed to open the box and observe that the muffler effectively has a Y-pipe merging the two inlets into a single circular pipe through the centre that is no bigger than the twin pipes going in and coming out, and then another Y-pipe separating them into two pipes again. As advertised, the muffler can allow flow in either direction, but I fail to understand how this can possibly meet the advertised claim of "unrestricted flow", when realistically even twin perforated pipes inside a muffler would struggle to achieve this.

I checked your product information again after purchase to make sure I hadn't missed anything and still could not find any such indication that this design is actually a single 3in muffler with an unnecessary second inlet and outlet. It stated, as I had remembered, that it has "unrestricted flow" thanks to a "straight-through design".

I then contacted the retailer who wrote back that they spoke to someone at your company and they were told "the size prohibited them from using their (X-pipe design) on this particular model. They had to essentially weld two Y-pipes in the muffler. The (company's) technician said it acts like an X-pipe, and assured me there is no lost airflow when compared to their (X-pipe) designs."

Firstly, there was no mention of any merging or X-pipe arrangement inside the muffler in the product info. Regardless, this "no lost airflow" claim sounded just as implausible as the "unrestricted" wording in the description so it prompted me to ask what this particular muffler does flow, since you can't make a claim like that without having tested them, at which point I was offered a satisfactory resolution to my customer complaint because there was no such flow data available.

Apart from any false or misleading claims that were relayed via the retailer, I also fail to understand what possible practical application a muffler with this design could ever have. The only scenario I can think of is someone who barely needs the flow of a single 3in, and therefore the muffling of a single 3in, but believes that having twin 3in pipes will impress their equally-clueless mates.

Do you often get customers like this, who believe that bigger is better and then complain that their grossly-oversized system isn't even close to capable of meeting the noise restrictions that they are subjected to? Shouldn't you perhaps, as supposed experts in the field, be educating consumers about your products rather than simply pandering to them to make a quick buck?

I suppose the famous car-people that you have endorsing your products don't come cheap - although their integrity and reputations clearly do have a price - but I would prefer that instead of paying automotive legends to sit through a make-up session then smile for the camera you just concentrated on trying to actually make some legendary products and then, most importantly, described them both accurately and completely in your product information.

Cheers,

Sam Hollier
sam@streetfords.com

EXPERT COLUMN:
OLD SCHOOL, NEW SCHOOL
SAM HOLLIER



A straight-through muffler with "unrestricted flow" that has twin-inlets and twin-outlets should have twin pipes, or at least a single wide-oval merge section, on the inside, shouldn't it?



Well, clearly not in this case. This one is twin 3in inlet and twin 3in outlet, but can only manage the flow of a single 3in through the middle. Utterly pointless in my view, especially when most single 3in mufflers can only flow the same as a single 2.5in straight pipe (which itself is only about 2/3 of what a single 3in straight pipe flows, meaning this company's definition of "unrestricted" is actually about 1/3)

CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO



Few in the car scene have been as prolific, or as successful, as Canberran Terry Keys. Together with his partner Amiee, it's a match made in automotive heaven



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OVER ACHIEVER

CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO

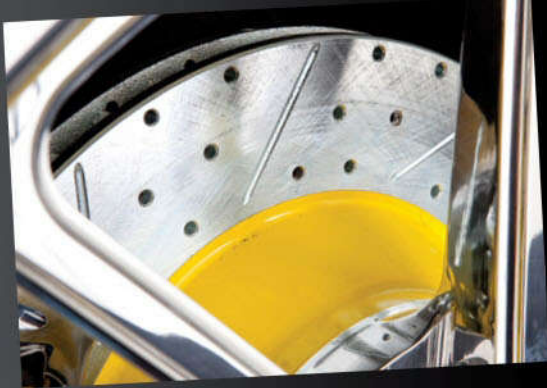
I can't imagine ever not have a build on the go. I've pretty much had rolling projects since I was 17." This opening line from 34-year-old Queanbeyan local Terry Keys pretty much sums up our entire story right here. Born into a loyal Holden family with a father and older brother both into classic GMH metal, Terry's future was partly mapped out for him through mere association.

"Dad was the drive behind the love of cars for me," Terry says. "It was hard not to like cars when you're getting dropped off at school in an LJ GTR. My brother Adam had an HR and seeing dad and him working on it and getting the HR ready for rego just made me want that same bond with dad. I kind of fell into liking Holdens through the family. Dad had the GTR, Adam the HR, and mum had a VN Commodore."

Terry says that Mark Sanders' LH Torana was one of the inspirations for the engine bay in his VK and we reckon we can see some of the iconic CHU88Y in here, too. It's powered by a 355ci Holden stroker that's just as smooth as the engine bay and features VN heads, solid cam' and makes 385rwhp

Terry with one of his most prized trophies - Best Overall Street car at Summernats 26





Instead of going for something bright to try and match the retina-searing yellow exterior, Terry opted for an understated black leather job. That's not to say that it's any less interesting than the outside. Indeed, it's total class and riddled with fine details



The VK has won a few trophies in its time

THE VK HAS BEEN ON THE COVER OF STREET COMMODORES AND BEEN VOTED CAR OF THE YEAR BY THE MAGAZINE'S READERS

THE VK

Terry's VK has been a fixture on the Commodore scene for over a decade now, first appearing within the pages of magazines like Street Commodores in its first incarnation – a minty green metallic with a 308ci Holden V8 and matching green highlights throughout the engine bay and interior. "I bought it as a tidy green '90s street car and used it as a daily driver," Terry says. "It wasn't long before bigger and better things came along though, in the form of a VL turbo. The VK was sold to a mate of mine to fund the VL purchase. 12 months later, the VK was sitting in my mate's yard wasting away so I made a spur of the moment decision to buy it back. The first rebuild saw it resprayed, re-trimmed, and an engine conversion from a relatively stock 6-cylinder to a 308."

"While the car was certainly tidy and show worthy, a few years later I decided to up the ante and do another rebuild. This time I didn't just want to build a tidy show car, I was out to prove that I could build a top class show car."

Terry certainly accomplished that, raking in a huge trophy stash as well as a series of magazine features, including a spot on the cover of Street Commodores and ultimately, the title of Street Commodores Car of the Year, as voted by the readers. With its blinding yellow paint, baby-arse-smooth engine bay and all-round good looks, the VK has become an icon of the scene.



CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO



With a pair of race seats jammed into the diminutive cabin, in matching black, the Gemini feels sporty... which is a good thing considering the power it has!

WHITE GEMINI

Terry has a soft spot for Geminis, with his first car being a TG model running a G1800 with fuel injection and a supercharger. It appears that from the very first, Terry has been a modifier. "Mum and dad need a run-around car and I'd just got my Ls, so they let me pick something that I'd be happy driving and we ended up with a TG Gemini," he says. "The rebuild started as soon as we got home. In the interest of building something a little bit different I decided to fuel inject it and add a supercharger. The bright orange paint job helped it stand out."

He's had this white panel van now for a little while – no doubt that original TG an inspiration for the purchase. He

picked it up in "terrible" condition, with no motor or 'box, most of the interior was shoved in the back and the paint was ruined. "It was largely a throw-together kind of build," he says. "It took about six months to turn it around."

Apparently Terry and most of mankind have different ideas of what a slap-together build looks like, with the van looking clean, mean and classy in plain white and riding on a set of Intro billets. Perhaps the most interesting part of the project though, is the engine. Terry's little get-around is making 185rwkW from its 2L Piazza engine thanks to a T3/4 turbo, custom plenum and Microtech ECU.

The Intro billets suit the little Holden perfectly



The cargo area is just as neat as the outside, despite being regularly used to cart around big boxes

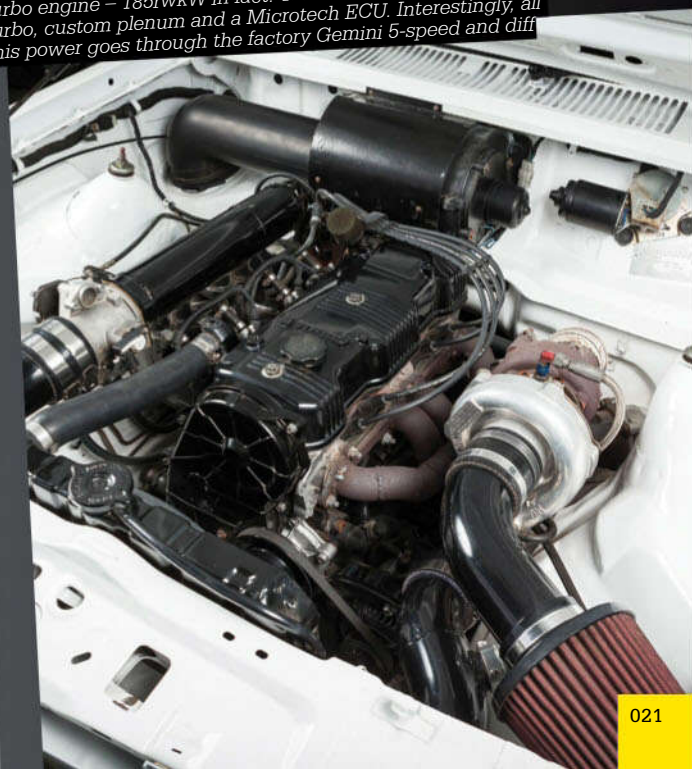




Don't go thinking Terry should have shoved an LSx into this thing. The Gemini makes plenty of power with its 2L Piazza turbo engine – 185rwkW in fact. This is achieved with a T3/4 turbo, custom plenum and a Microtech ECU. Interestingly, all this power goes through the factory Gemini 5-speed and diff

Terry's first foray into car ownership came through a TG Gemini that he and his family promptly began modifying the day they bought it, with fuel injection and a blower added to the original G1800. His first real car is that bright yellow VK you see pictured, although it certainly didn't start that way (see breakout). Over the years the VK developed and morphed from a tidy and respectable street car into a none-better show stopper that's become an icon of the Commodore scene.

"There wasn't a lot to do growing up in Queanbeyan and I spent plenty of time helping dad work on his mate's cars and as soon as I was old enough, I started building my own," he says. "At some point things morphed from having just one car and building it, to having multiple builds going at any one time."



CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO



Indeed, when we arrived for the photo shoot we immediately noticed a two-tone Mazda Bravo parked in the single-car garage at the front of the house with fresh paint, slammed stance and smoothed, filled tray. "We've currently got the Bravo very close to finished," he says, with the 'we' referring to his partner in crime, Amiee. "I bought her the truck for Xmas and ever since we've been rebuilding it. It's had a decent amount of fabrication work done to tidy up the tray and body, a complete respray, re-trim and of course a set of Intro wheels are on order. It was a tidy truck to begin with and was only going to get a quick respray done as the paint was rough – in typical fashion, the quick respray escalated."

No wanting to spoil the surprise before

the truck was well and truly ready for public eyes, the decision was made to leave the truck out of the shoot. So you'll just have to wait to see the completed result.

"Amiee is very much into cars and the scene, which is lucky, given between the two of us we own five cars and two bikes!" Lucky boy!

We entered the VK at Summernats 2015 to give Amiee some practice running a car through the judging process," he continues. "We'd had the car judged on the Friday and we're heading home to tidy it up in preparation for the Show 'n' Shine on the Saturday. Heading down Canberra Avenue again, the smoke in the rear view mirror resembled a 100m long power skid – unfortunately, it wasn't a power skid.

Terry's Harley Nightrod came to him "largely built", but has since copped a respray in satin black and green. Making a healthy 128awhp, the bike boasts Tabb pipes, a Screamin' Eagle Power Commander and is airbagged. Terry says he plans to add a turbo in the future... the nut case!



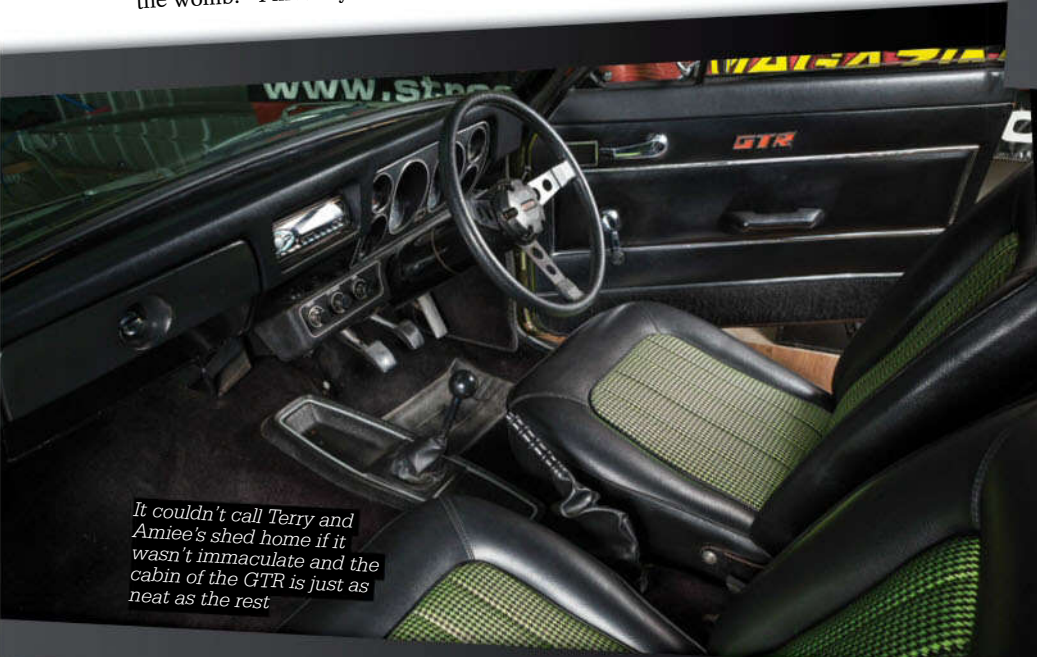
CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO

Amiee says, "We pulled over thinking we'd gotten a flat tyre and it was rubbing on the quarter. A quick check saw no flat but as Terry turned around to check the front tyres, he could see flames coming from underneath the side of the car. Turns out the front seal of the gearbox blew and was pumping transmission fluid onto the extractors – the result was some decent flames. Terry quickly had his shirt off and climbed under the car to smother the extractors and put the fire out. We spent the next hour on the side of the road, Terry shirtless, waiting for a tow truck."

Ever wondered what the local scene in the ACT is like outside of the annual Summernats onslaught? Guys like Terry have lived and breathed it since exiting the womb. "I'm lucky to be part of a great

car club based here in Canberra, Low Intentions. We regularly catch up for social events and to go for a cruise," he says. "Unfortunately, the car scene here has changed a lot since I built my first Gemini. It didn't feel like Friday night if we didn't head to Braddon for a cruise and to check out the cars. In recent years the police presence has discouraged a lot of people from getting their cars out too often!

"We've got quite a few car shows on here during the year and the team at Shannons are regularly putting together events to get enthusiasts together. Although regular cruises aren't as common as they once were, the quality and volume of cars here in Canberra continues to be high. I've got mates with cars ranging from a bagged Cadillac to a '32 Coupe hot rod to a 500hp Sigma."



It couldn't call Terry and Amiee's shed home if it wasn't immaculate and the cabin of the GTR is just as neat as the rest



They took a while to arrive, but these Intro billets are dead ringers for the original, but tiny, GTR alloys



THE TORANA

Out of all the cars in Terry and Amiee's shed, this 1972 Torana GTR surely holds pride of place. After all, it's been in the family since 1974 and was handed down to Terry by his father. "It's done everything over the years," Terry says. "Mum's used it as a daily driver. Dad's spent time hill climbing it and racing it at Oran Park..."

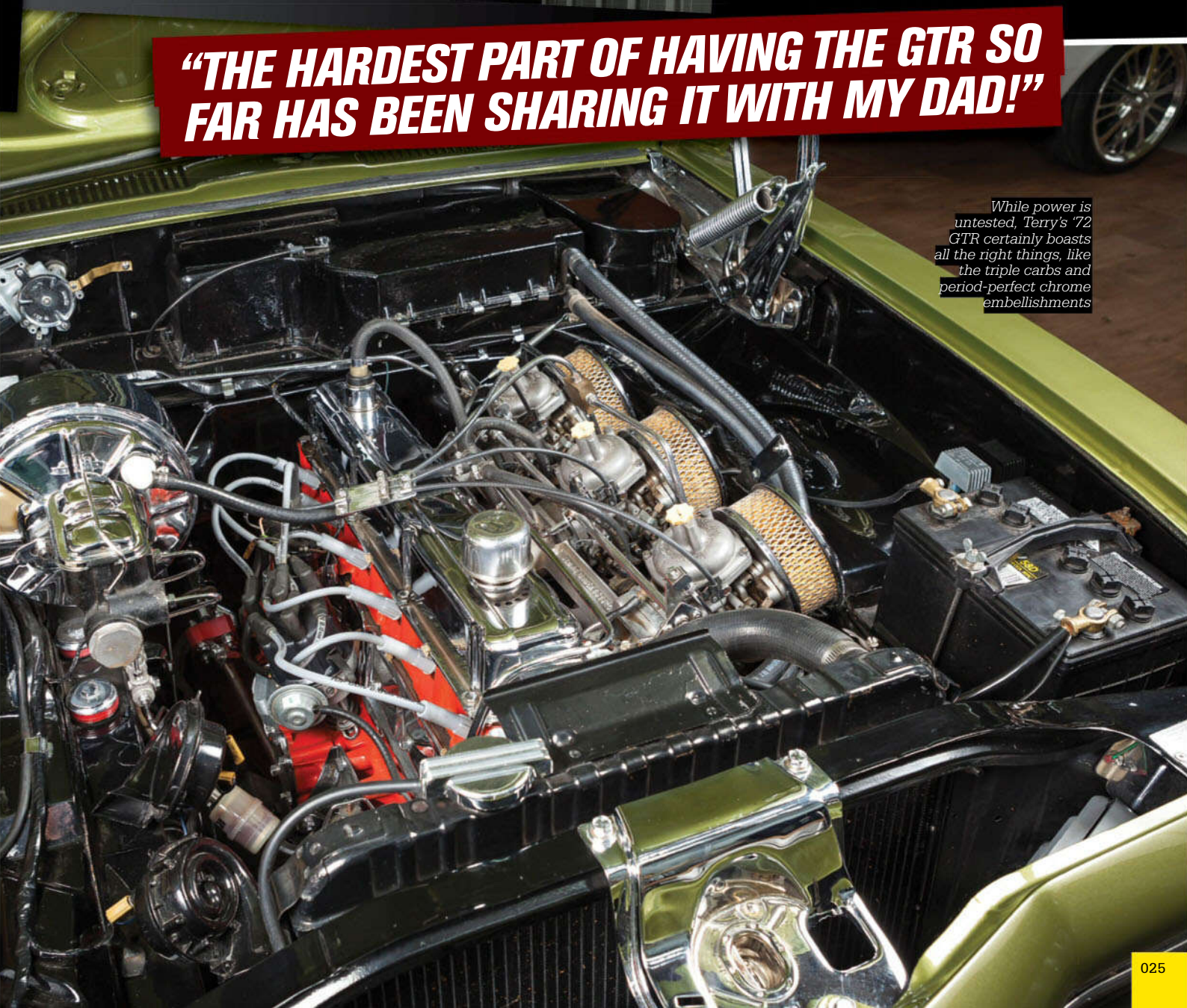
Remarkably, Terry says the GTR hasn't been restored yet, despite being in pristine condition. Instead, a full restoration is what Terry has planned for it in the years to come – probably once his latest minitruck project is finished.

As you'd expect, the car is powered by 202ci six with triples. This is backed by an XU1 4-speed and a Banjo with 3.08:1 gears.

"The hardest part of having it so far has been sharing it with my dad!" Terry says, with a laugh.

"THE HARDEST PART OF HAVING THE GTR SO FAR HAS BEEN SHARING IT WITH MY DAD!"

While power is untested, Terry's '72 GTR certainly boasts all the right things, like the triple carbs and period-perfect chrome embellishments



CAPITAL CHAOS:
TERRY KEYS
AUTOMOTIVE HERO



You'd be grinning too if you owned a VK as thoroughly ass-kicking as this one

With the pair spending just about all their spare time out in their new shed and most of the work on the cars being performed at home besides panel, paint and trim, it's fair to assume that we've not seen the last of Terry and Amiee. "There barely goes a day that we're not out in the shed," he says. "I've got a pretty good set up which means that I've got almost any tool I could need for most work. And there are always plenty

of people willing to help out with any heavy lifting."

Indeed, Terry would like thank a few people for their help over the years. "Of course, Amiee, mum and dad, Gavin Lockwood - GAS, Low Intentions, Jason Brown and Chris Rourke, Tony Noughton - PPG, Steve Farmer - Shannons Insurance, Intro, Warren Gook - engine builder and mechanic, Drew - Menzies Auto Craft. PG



The VK took pride of place on the t-shirt for our very own Street Commodores Cruise for Charity a few years back



Not many people can claim that their car was featured on an official Summernats shirt



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**EPIC EVENT:
KURRI NOSTALGIA
FESTIVAL**



Love the plates on this otherwise entirely stock Kingswood wagon! We're told that besides the replacement bonnet, nary a single hole has been cut or drilled into the all-OEM body



The finish might have been rough, but the body mods on this Plymouth were numerous and period perfect



STORY AND PHOTOGRAPHY BY HOSKINGINDUSTRIES.COM.AU

RETRO RENAISSANCE



After more than a decade on the Hunter Valley show calendar, the Kurri Nostalgia Festival shows no signs of slowing down

EPIC EVENT: KURRI NOSTALGIA FESTIVAL

Once upon a time Kurri Kurri – situated in the Hunter Valley around 40 minutes west of Newcastle – life centred around coal mining. Founded in 1902, business was brisk from the get-go and a bustling town formed around the industry. However, things dropped off in the 1960s when the three main collieries closed. Today (also with the close of the aluminium smelter in 2012), commerce revolves primarily around the wine industry thanks to Kurri Kurri's proximity to the wine growing regions. With a core population of just 5800, 'sleepy' would be a good way to describe the town on most days.



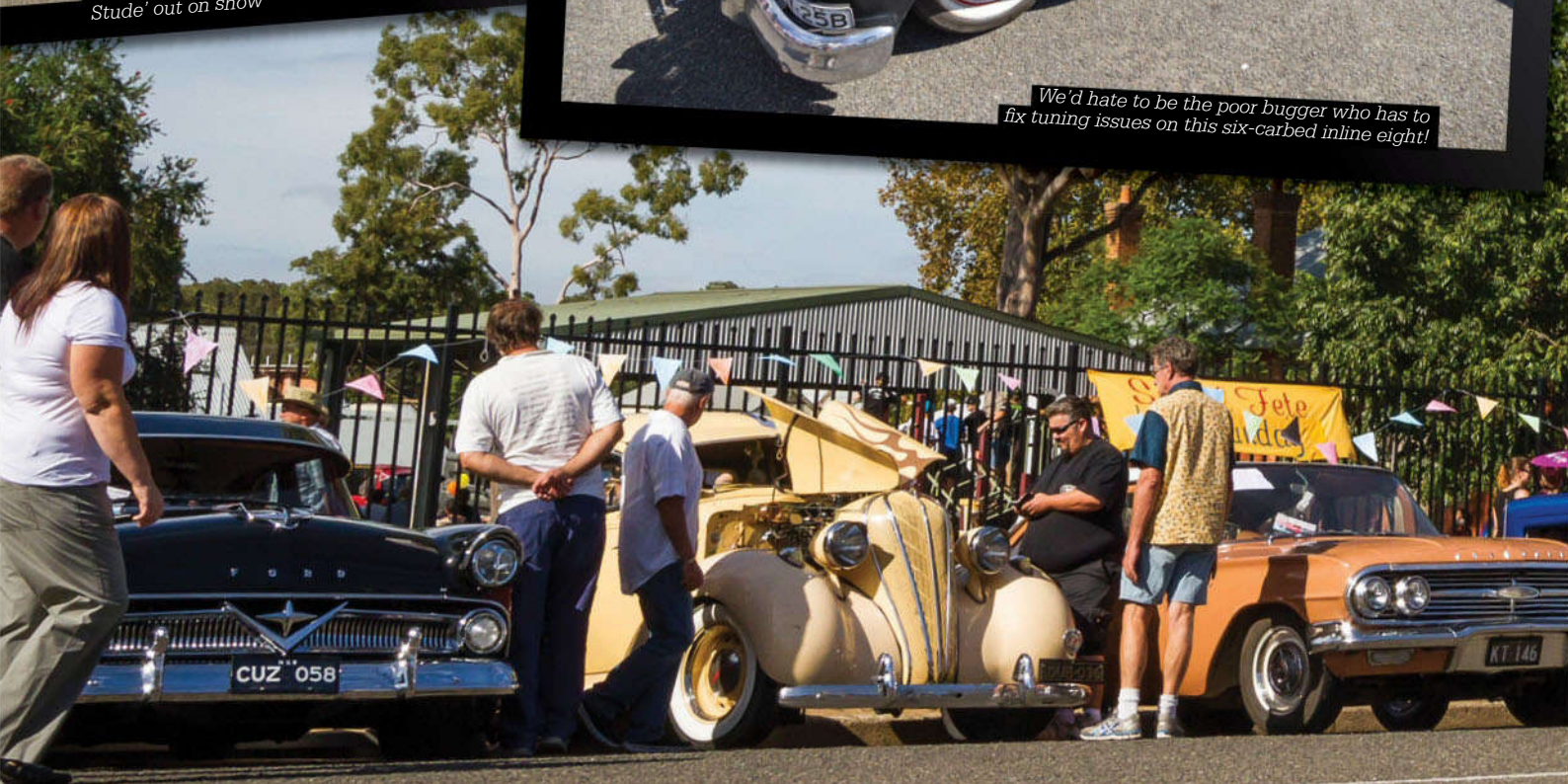
Dub's rare Terraplane pickup had people clamouring over it all day thanks to its awesome original styling and unique tubular intake setup



It's always nice to see a rare Stude' out on show



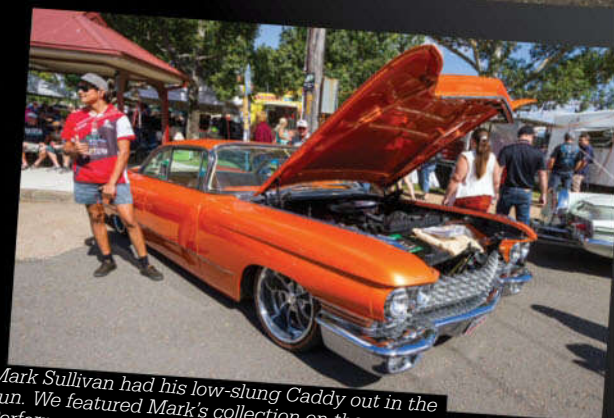
We'd hate to be the poor bugger who has to fix tuning issues on this six-carbed inline eight!





The Nostalgia festival isn't as strict as a pre-'49 cut off, allowing scores of 1950s, '60s and even a few '70s vehicles in within the 500-car limit

THE KURRI NOSTALGIA HAS A GREAT VIBE AND WE RECKON THERE'S UNLIKELY TO BE A BETTER WAY TO SPEND A DAY OUT IN WINE COUNTRY NEXT AUTUMN



Mark Sullivan had his low-slung Caddy out in the sun. We featured Mark's collection on the cover of Performance Garage previously. He told us then that if he gets a flat tyre, he has to drop the diff' to change a wheel due to the shaved spats!



**EPIC EVENT:
KURRI NOSTALGIA
FESTIVAL**



Plenty of rock 'n' roll dancing was enjoyed on the main stage throughout the day



There were stages dotted around the expansive display area with numerous musical groups performing throughout the day

But once a year, the area's population swells greatly when the annual Kurri Nostalgia Festival rolls into town. Now into its second decade, the Nostalgia Festival has grown into a must-visit attraction, bringing fans of all things retro and vintage from far and wide for a weekend of activities that celebrate the 'golden age' of rock 'n' roll,

poodle skirts, greasers and of course, the hot rod. With the new Hunter Expressway cutting a swathe from the M1 to just outside of town, it's now easier than ever to get to, too.

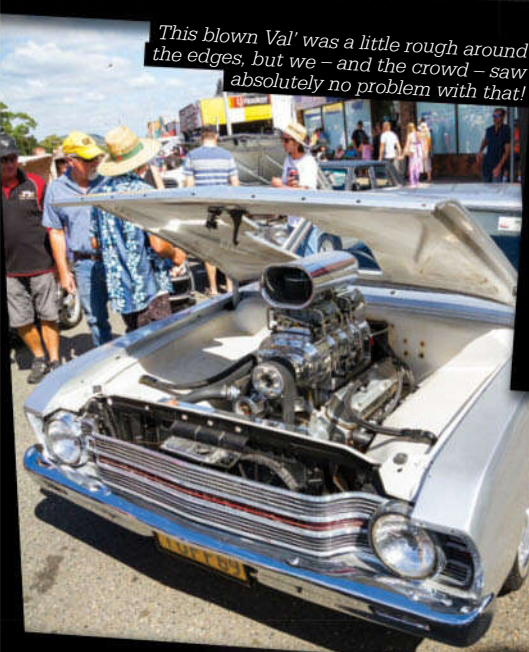
While events take place over the entire weekend (with Saturday pretty closely mirroring Sunday), it's on the Sunday that the Shannons Show and Shine swells from a 100-car limit to 500 cars. Vintage tin fills every nook and cranny, side street and empty space and thousands of people flock to ogle the chrome, fins and classic metal. That's the day Performance Garage cruising into town to grab these photos.





There were plenty of Mustangs on show. Not very 'Lost in the '50s', but damned cool nonetheless

The Kurri Nostalgia festival never fails to bring out the rare birds, like this Paxton-blown Studebaker Lark coupe that was in concourse condition



This blown Val' was a little rough around the edges, but we – and the crowd – saw absolutely no problem with that!



Dennis Legg's EH has recently undergone some work, replacing its original N/A SBC with a new fire-breathing methanol-eating small-block



No one seemed to believe the patina on this truck was real. With all the finger grease on the panels after today, we'd be surprised if the rust has a chance to spread



EPIC EVENT: KURRI NOSTALGIA FESTIVAL

Arriving at around 10am, the streets were already buzzing with both cars and punters checking out what was on offer. The delicious smells coming from the international food and trade area in Rotary Park had us salivating and seeking a second breakfast before grabbing the camera and getting down to business.

Vehicles from the 1920s through to the 1970s lined the pavement, with makes and models ranging from the ubiquitous Holden and Ford, to Chevrolet, Buick, Oldsmobile, Plymouth and even a few Studebakers. Perhaps the bulk however came from the Bowtie and Blue Oval brands.

Plenty of the cars on show wear NSW plates and we know that plenty are from around the local area, thanks to club stickers or previous magazine features – but there are plenty on show that have come from much further afield, showcasing the appeal of the event. It's proximity to this year's Newcastle Hot Rod Nationals in a week's time might not have hurt, either.



Thousands of people flocked to Kurri Kurri for the Sunday proceedings, here enjoying the shade offered by the food stall and trade display area



Love the patina on this BBC-powered 1960 Chevy wagon... oh, and the stance!



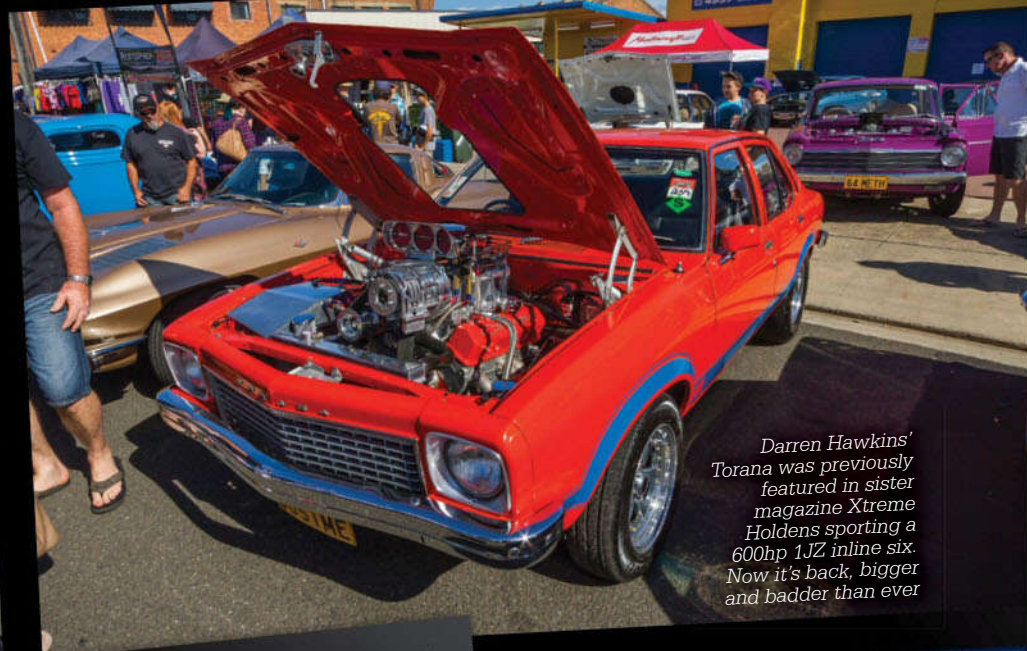
VINTAGE TIN FILLS EVERY NOOK AND CRANNY, SIDE STREET AND EMPTY SPACE AND THOUSANDS OF PEOPLE FLOCK TO OGLE THE CHROME, FINS AND CLASSIC METAL



This candy and metalflake Caddy from Pryce Engines positively glowed in the Autumnal sunshine



**EPIC EVENT:
KURRI NOSTALGIA
FESTIVAL**



Darren Hawkins' Torana was previously featured in sister magazine Xtreme Holdens sporting a 600hp 1JZ inline six. Now it's back, bigger and badder than ever

Kickass blown flathead '34 Ford



This behemoth Pontiac ambulance belongs to the Lost in the 50s museum that we featured recently in Performance Garage. If you're ever in the Newcastle area, be sure to check their website for opening hours!

With the streets filled to almost uncomfortable levels with eager pedestrians, the strains of enthusiastic retro rock emanating from the various stages around town and the multitude of smiling faces on car guys and girls happily catching up and talking car talk, the Kurri Nostalgia has a great vibe and we reckon there's unlikely to be a better way to spend a day out in wine country next Autumn. Make sure you pencil it in for 2016. **PG**

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WICKED WORKSHOP:
CB'S PERFORMANCE
AND FABRICATION



STORY BY SAM HOLLIER PHOTOGRAPHY BY DANIEL WARD

RACE

CAM



Cameron Bankovacki is a qualified mechanic with his own workshop and apprentice, but he also really enjoys sinking his teeth into custom fabrication work

WICKED WORKSHOP:
CB'S PERFORMANCE
AND FABRICATION

The chameleon VL is nearing completion. Cam built a 6L V8 for it that will get the bottle. The car is meant for events like Powercruise and Cam will be happy to sell it to the right person after it is done





Cam is TIG welding a custom RB30 inlet manifold for Brendan Romaine's VL Turbo



Cameron Bankovacki spent his formative years watching his father Neil work from home running an engine-building business called Team Performance Automotive in the suburbs of Melbourne. In the early 2000s, when Cam was in his mid-20s, the family moved to SE Queensland and then in his late teens he served an automotive mechanics apprenticeship under his father.

In addition to basic motor mechanics Cam's dad taught him how to build high-performance and race engines (particularly Holden 308ci V8s) and how to weld with a MIG, mostly by fabricating custom exhaust systems. These skills served the foundations for Cam to start working for himself in his 20s, contracting to Hi-Torque performance for a year and a half before emulating his dad by working from home for two and half years.

In early 2014, not long after he turned 29, Cam decided that his business had outgrown the garage and he went looking for a workshop unit, moving CB's Performance and Fabrication to its current Gold Coast address on Bailey Crescent in Southport, Qld. And the shop certainly lives up to its name.

Cam took what he knew about MIG welding and then taught himself to use a TIG, which has allowed him to not only weld thin steel but also to do high-quality work with aluminium and its alloys. As a result of all this, Cam will do anything from basic servicing or replacing the brake pads in someone's stock daily driver, right through to his personal favourite of completing a custom turbo conversion by adding a lot of one-off hot-side and cold-side pipework in places that it was never meant to be.

Cam also says he puts quite a large number of cam packages in V8 Commodores, as well as putting plenty of supercharger kits on them. He is also known for building engines including a mental Ford DOHC 4L that makes over 1164rwhp. He even does some complete driveline conversions, and suspension installations from adding air-bags to 4-link rear ends. Basically, if you need something put in your car, even if it has to be custom made, Cam can make it happen.

THE APPRENTICE

CB's Performance and Fabrication isn't a one-man show, Cam took on an apprentice named Trent (pictured with the white hat on) in 2011 who was almost trade qualified at the time of writing. Cam met Trent on a car cruise and the two of them just clicked. Trent's daily driver is the dark blue VE Commodore sedan with 60ESS (goes) plates on it. The main modification is one of CB's cam packages, plus it has aftermarket wheels and a few other things.

WICKED WORKSHOP:
CB'S PERFORMANCE
AND FABRICATION



CUSTOMER CARS

CB'S Performance and Fabrication have worked on quite a number of very interesting vehicles with a variety of body and engine combinations, but one very noteworthy car that Cam was heavily involved with the build of was James Kelly's BA XR6 Turbo ute, a vehicle that reached the achievement of becoming Australia's most powerful Ford 4.0L streeter with the mental engine we

mentioned earlier, the Aussie DOHC straight-six that made 1,164rwhp.

As James wrote himself for a feature story in Street Fords magazine, "Without the help of good mates such as Cam and Sean (owner of EFI Performance) the car would definitely not be where it is now; these guys have pushed and pulled together strings to ensure it doesn't miss a beat and they truly deserve most of the credit."

Having seen what Cam can do with the Barra 4L engine Mark Harper has asked him

to build another one for the purpose of again making over 1,000hp in a street car, this time an FG Falcon. This example was in the assembly stage at the time of the shoot.

Another item under construction when the pics were being taken was a custom inlet manifold for the RB30 turbo in Brendan Romaine's VL Commodore. Cam was applying his TIG welding skills to this item, as well as his knowledge and understanding of the flow principals of forced air when it's feeding a straight six.

**IN EARLY 2014 CAM DECIDED THAT HIS BUSINESS
HAD OUTGROWN THE GARAGE AND HE WENT
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WICKED WORKSHOP:
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Cam started modifying his VZ Monaro by adding a cam package, then a custom turbo conversion, then building a tough cast iron 6L for it – again turbocharged – along with converting it from manual to Powerglide auto

Up on the hoist there is a Camaro that came in as a roller. RB's have converted it to take a VE Commodore's L98-spec LS2 V8 and matching transmission. They also installed its custom 4-link rear end and Currie 9in diff, while it has been wired up by Chris of 12 Volt Performance. This car will be finished, not just moving under its own power, before it leaves the workshop.

The blue VE Commodore out the front with plates 80PPN (boppin') belongs to customer Ben Locke. This VE has a cam package and a Magnuson supercharger kit so it happily made 630rwhp after being tuned on 98RON premium unleaded. This is just one of many late-model Commodores that have received similar mods at CB's.



And finally, the black VE SS ute tucked in the corner of the workshop belongs to a customer named Rhys (hence the plates RHY501). This one has a custom air-bag suspension kit that CB's installed, plus a cam package and a Harrop 1900 supercharger. The little 1900 helps it produce a very healthy 600rwhp.

CAM'S CARS

The black VZ Monaro (CBS1) was bought in 2012. It started as a manual that Cam put a cam package into, then he applied his skills to performing a custom turbo conversion, then he decided to build a tough cast iron 6L V8 for it, also turbocharged, and backed it up with a Powerglide 2-speed auto.

Cam's other toy is the chameleon VL sedan. It used to have a modified RB30ET (6-cyl turbo) and it now has a 6L V8 that Cam built with a twin-throttle tunnel-ram-style manifold, and to take a decent shot of nitrous. It is intended to be an event car for occasions such as Powercruise. The project is nearing completion and Cam reckons he'll sell it as soon as he finds someone who really wants to buy it.

Cam was heavily involved with the build of James Kelly's BA XR6T ute, Australia's most powerful Ford 4L streeter when it made 1,164rwhp through a T56 gearbox



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WICKED WORKSHOP:
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FINAL WORD

Interestingly, CB'S Performance and Fabrication does not have a website and Cam says most of his business, and interaction with potential as well as past customers, comes through the shop's Facebook page. There would also be the good ol' word of mouth system in play, with satisfied customers proudly telling anyone who asks where they got their work done.

In closing, Cam would like to acknowledge and thank those who have provided him with assistance and support over the years, particularly his fiancée Jessica and all the mates that have helped out when it was needed. Cam appreciates you all. **PG**

Cam built the 1,164rwhp Barra 4L engine in James Kelly's BA XR6 Turbo ute road car and this one, also built for over 1,000hp, is going into Mark Harper's FG street car

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A man with short blonde hair, wearing sunglasses, a grey t-shirt with a 'ROADRAGE' and 'CUSTOM STREET MACHINES' graphic, blue patterned shorts, and blue flip-flops, stands with his arms crossed next to a bright red Holden ute. The ute's hood is open, revealing the engine. The scene is set in a cluttered workshop or garage with various tools and equipment visible in the background.

KILLER SHED:
ENTER SANDMAN
ROD SOLLARS

When you've grown up on the coast, classic Holden utes and vans were a part of life. For Rod Sollars, it's been an enduring love affair



ENDLESS

STORY AND PHOTOGRAPHY BY BEN HOSKING

SUMMER

KILLER SHED:
ENTER SANDMAN
ROD SOLLARS



Rod has restored his fair share of these iconic steel wheels, with another two or three sets to be found in the garage

The underside is just as good as the top



This was Rod's first Sandman resto and he went a little crazy, smoothing and painting areas like the undercarriage and wheel wells in matching orange

MANDARIN RED UTE

This 1977 HX Sandman ute was Rod's first foray into Sandman restoration and features its original L31 308ci Holden V8, albeit sleeved and heavily rebuilt due to years of neglect, out in the open, as Rod explains. "I found the ute up at South Grafton in 2009," he says. "I was looking for some wheels and ended up with the whole car. It was in a shed running a 253ci and hadn't moved in a while, but was a factory 308ci. The original engine was out beside the shed the car was in with no valley cover on it and full of water. Some frogs had made it their home!"

The entire car had lived a full life and Rod spent four years fixing and restoring every nut, bolt, washer and panel to what you see now. Rod also made a few choice deviations from OE-spec, including L34 heads,

'Stage-2' camshaft, Edelbrock manifold and a few dress up parts. While Rod loves the classic Holdens, he says he doesn't feel compelled to get too crazy about concourse-level adherence to originality.

"The guy I got it off told me he took it to Cairns a few times to go fishing, which is a good drive, and said the 308ci used love the fuel," Rod says. "So when it got tired he got a 253ci out of an HJ premier and left the 308ci next to the shed, then went on to bag the 253ci as being a guzzler, too."

"When I removed the body off the chassis, the fuel tank had a hole the size of a five cent piece in the top of the tank that had no doubt been there since new and I realised I'd found the source of the 'fuel-loving ute'. Oh yes, the frogs had to go, but that engine now purrs like a cat."



"IT'S A GREAT PLACE FOR THE BOYS, A BEER OR TWO AND SOME BULLSHIT – AND THE FOOTY ON WEEKENDS. EVERY MAN NEEDS A SHED!"

Who would have thought that in 1974, a relatively straight forward special edition model of Holden's HQ Kingswood would go on to become such an enduring and popular model. Yet, here we are more than 40 years later and the HQ, HJ, HX and HZ Sandman utes and panel vans still hold a special place in the hearts and minds of classic Australian car fans.

52-year-old Rod Sollars grew up in the Sutherland Shire of NSW – a coastal region south of Sydney and famous for its beaches. Growing up near the ocean

and with a father who always had the latest and greatest V8 Aussie muscle as company cars, it was always a certainty that Rod would grow up to love Holdens and come into contact with the Sandman from an early age.

"My dad was in heavy machinery and was always going out to the bush – Broken Hill, Bourke etc... So every year he got a new company car," he says. "XYs, XWs, 351s... I remember a Ford XA GS ute in Wild Violet with a 351ci V8, manual, 3-on-the-tree. Wow did he go through rear tyres!

Unlike the white ute, the orange ute features several personal touches. Not that they take away from the excellent level of finish Rod has achieved, with everything better than new

A quick look at the build numbers of any of his cars and Rod can tell you all about the whens, wheres and hows

We can imagine how many hours it took to get the tray looking like this again!



KILLER SHED: ENTER SANDMAN ROD SOLLARS

"My first car was a Ford Escort two-door that my Dad and I worked the engine. Then I had an Escort panel van that we built a 2L engine for. After that I got my first 6cyl car, an HR ute before moving on to my first V8: an XT Ford ute with a 302ci Cleveland. At the time my dad had an XB GS which I ended up buying from him. It was a V8, 4-speed and I had the attention of many a police officer after we finished with that engine!

By now young Rod was hooked on local horsepower and he was about to turn his back on the Blue Oval bunch for the Lion. "The XB was to be my last Ford," he says. "I got a windowless HZ Sandman van with a 253ci, 4-speed, then another HZ 308ci 4-speed windowless panel van. It was like a car yard at my place on the weekend! Most Saturdays you could see SLR 5000s, Sandman vans, a GTS 4-door, an HQ 308ci coupe... One mate had a Corvette and another had an A9X hatchback. If we had only known the keep that one!"



Immaculate! No tools will ever see the inside of this tray

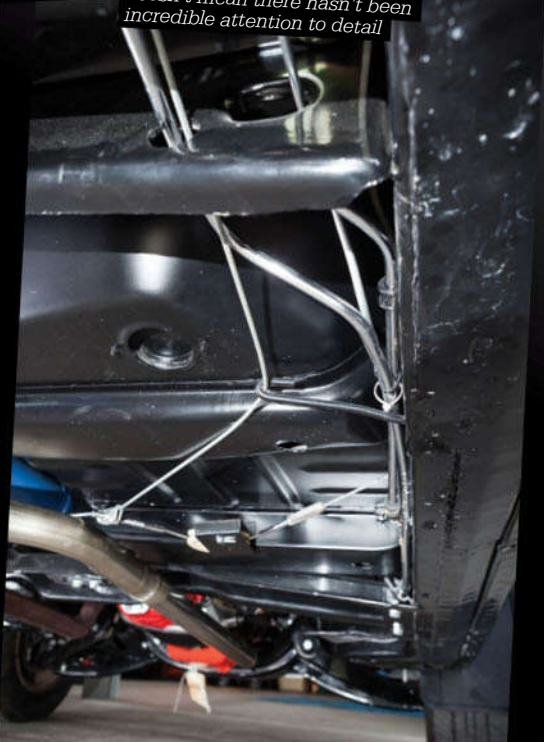
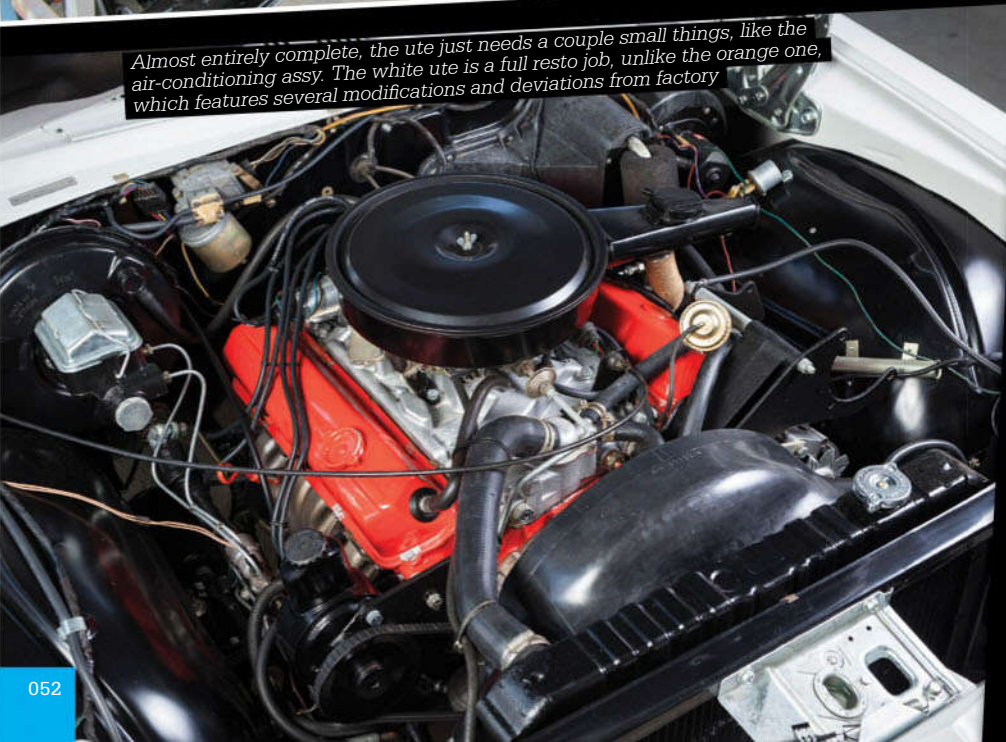


Believe it or not, this is actually the ute's original tonneau cover, including the original rope tie downs!



Like the orange ute, the white ute was treated to a rotisserie rebuild, but this time things were kept simple and black. That doesn't mean there hasn't been incredible attention to detail

Almost entirely complete, the ute just needs a couple small things, like the air-conditioning assy. The white ute is a full resto job, unlike the orange one, which features several modifications and deviations from factory





Rod says the original owner's wife had kept a lot of stuff relating to the ute and wanted it all to go when the ute was sold, including these NOS floor mats, which were still in their original packaging

WHITE UTE

Rod's most recently finished project is this 1977 HX Sandman ute – rolling off the production line a mere four months after the Mandarin red model. Unlike the tired condition he found that one in, Rod says he found this white ute in a shed as a total barn find – the kind of cars you only dream about. “A mate of a friend of a mate’s mate and so on told me about this old Holden ute that was in a shed out at Canley Heights,” starts Rod. “I didn’t think much of it at first. I thought it would probably be an old HR or something and after a year or so he mentioned it again and I said yeah, why not.”

“So out we went. He got lost and we nearly went home before we finally found the place and to my surprise the lady owner opened the shed and there it was, a Holden 1977 HX Sandman ute! It had been sitting in there, untouched, since 1980.”

“When I decided to repaint it we stripped the old paint off with paint stripper and the metal was shiny underneath – no dents, no rust, nothing! The panel beater said ‘What do you want me to do with that?! I’ll be out of work!’, so it went straight to the paint shop and that car went back together perfect. It was a total pleasure to work on. Everything just fitted nice.”



KILLER SHED:
ENTER SANDMAN
ROD SOLLARS

SANDMAN

ORANGE PANEL VAN

This Mandarin red windowless van is one of two panel vans Rod now has in his collection and the next to enjoy Rod's loving touch. "It's an L31 308ci, M21 4-speed. I think I'll enjoy this one," he says. "It came from Tamworth and has been in the bush all its life, hasn't seen much water and has been kept in a shed. Truly rust free and very straight. My mates think I'm blessed!"

If this great find weren't enough, Rod has another panel van in storage

at another location, which "needs a total resto". The L32 253ci-powered Firehorn red van has an M20 4-speed and was found in Ceduna, SA. Rod is non-committal about its future, except to say that it's in storage for now. "Four is plenty," he says. "I've had an offer on one car and may let it go. I can't drive all of them and if another one comes along, who knows... I'd love a Mint Julep green van, but the ones you see now are so pricey, IF you can find one."

Zip-lock bags – the secret to successful car modification





Rod loves getting his hands dirty and doing as much of the work as he can right here in the garage

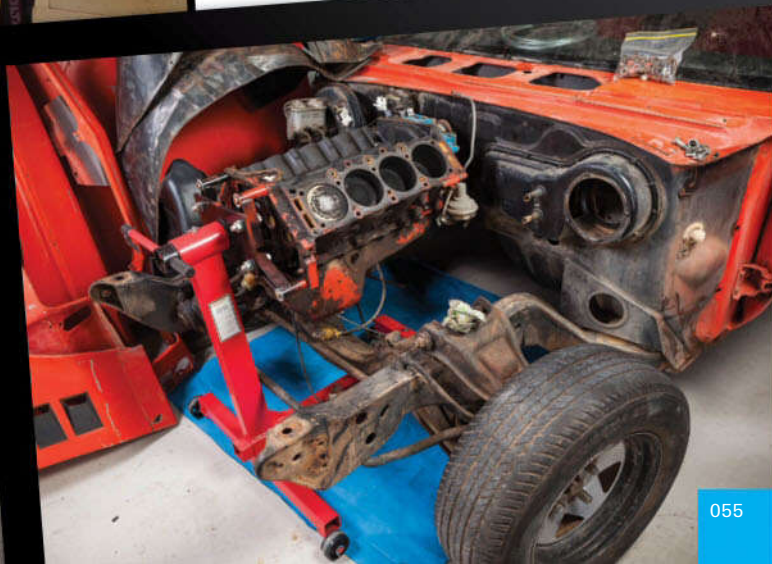


Rod said he had to totally fumigate the panel van before he could get in there to any work on it, with dozens of scarily large spiders fleeing from the fumes



Over time (and a few V8 Commodores), life got in the way of cars with Rod buying a home to house is growing family. But, with a wife, three daughters (and a female cat), Rod found himself out in the shed on regular occasions and at some point, he found himself with a new project car. "My wife doesn't like cars too much," he says. "Even when I've brought a car home that had more spiders and dirt on it than paint she knows I'll bring it back to its former beauty and she even likes to come for a run now and then. My wife never questions me about the cars and what I do or buy."

For Rod, his two-car garage is part restoration HQ, part blokey hangout. It's where he performs most of the work on all his Sandmans and where beers are shared between mates. "I'm out there in my spare time and enjoy the cars and all the bits and pieces," he says "There are a couple V8 engines, various GTS dashes on the walls, GTS guards, wheels and many other things there and it's a great place for the boys, a beer or two and some bullshit – and the footy on weekends. Every man needs a shed!"



KILLER SHED:
ENTER SANDMAN
ROD SOLLARS



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These dashes would fetch a pretty penny on the eBay market, and they're not the only ones hiding amongst Rod's wealth of parts – most of which will likely find a home in his own projects



Lurking down the back you'll find more Holden V8s



Rod seems to have a knack for sniffing out NOS parts. This twin-headlight nosecone has never been fitted to a car before



One of a few sets of rims that Rod has restored himself...

THIS AIN'T NO SANDMAN!

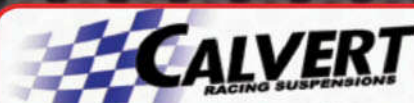
When Holden recently announced the 'special edition' Sandman VF Commodore, there were plenty of people left scratching their heads – or outright laughing. Little

more than a sticker pack for the VF ute and STATION WAGON, the announcement makes a mockery of the classic series that was always centred around the 'shaggin' wagon. Really Holden... a station wagon!? At least when the company decided to revive the name with the VU, it went all out and created a proper panel van. **PG**



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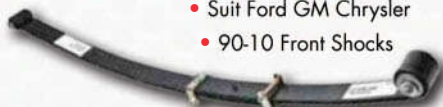
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CLUB LIFE:
MID-NORTH COAST
HORSEPOWER

NSW's Mid-North Coast is a hot bed of activity when it comes to modified cars and the Mid-North Coast Horsepower Club's mantra of inclusion and diversity is a breath of fresh air in the area



The club currently boasts 60 active members with over 500 people members of the club's Facebook group



LIVING THE **CLUB LIFE**

WORDS AND PICS BY BEN HOSKING



CLUB LIFE: MID-NORTH COAST HORSEPOWER



This is Aidan Dagger's daily driver, family mover and weekend cruiser all in one. It makes 205rwkW thanks to some choice intake and fuel system mods, with a bigger turbo still on the way. He only took the baby seat out of the back for our shoot!



Ben Henshaw's VF SSV Redline looked luscious in its red and black paint scheme, but also packed a few mods under the bonnet, like Harrop OTR, HSV headers and exhaust

Custom cars aren't merely the realm of capital cities and major centres. There are pockets of activity to be found all over the country, from places like Singleton and Thirlmere to Townsville, Newcastle, Kalgoorlie and innumerable locations in between. Another hot bed of modified car activity is the Mid-North Coast of NSW, between say, Port Macquarie and Bulahdelah.

A relatively new club has sprung up in the greater Taree area, cleverly called the Mid-North Coast Horsepower Club. Club founder Michael Muddle says it has been a response to the multitude of regional clubs that only catered to narrow bands of the scene, like hot rods only, Ford only, Holdens only... you get the picture. "I wanted to get all the like-minded car enthusiasts from around the area together so we could go on cruises, to car shows and car events like drifting, burnout comps, Summernats and the like," he says. "This club caters to all makes and models. We've even got some motorcycle owners as members."

Started around 18 months ago, the club has grown quickly through the use of a simple Facebook group page and at the time of writing boasts 60 active members,





Julie Ireland's XR8 has run a high 21sec ET, making it a potent street car. But it'll be faster soon, once she fits a Kenne Bell blower, stall converter and shorter diff' gears



James Waugh's HX Premier runs a neat Yella Terra-blown 308ci V8



Doug Wynter's VZ Maloo continues the club's seeming Vortech supercharger obsession. The ute makes 543rwhp

CUSTOM CARS AREN'T MERELY THE REALM OF CAPITAL CITIES AND MAJOR CENTRES



with some 500 members of the FB group as well. And true to the original idea, the club does boast a wide range of makes and models – from the typical Holden and Ford fare to rotors, Skylines and the odd bike. This sense of inclusion extends to the sexes, too, with a number of female members helping to prevent the club being a total sausagefest.

"We go on regular outings," Michael says.

"Past events have included Friday night pizza runs and regular trips to the businesses that have kindly sponsored the club so far like Zephy's Cafe and the Harrington Bakehouse.

"We've organised Poker Runs, Christmas party cruises and represented the club at local car shows."

Michael says many more club events are planned, including group trips to Sydney for drag racing, dyno days, paintball matches and plenty of cruising around the Mid-North Coast. And there's clearly plenty of support amongst the members, with our photo shoot attracting a ton of interested onlookers in the form of friends, partners and family. We enjoyed the company of 15 of the current 60 active members which represented a good cross section of the kinds of machines the club boasts – a club that features a number of former magazine feature cars and plenty of horsepower.

"Putting it together has been a lot of work and a little stress," Michael says, "but it has all been worth the effort so far." **PG**

Dion Kedwell's VE SS wagon has just had a fresh motor bolted into it which includes an Oztrack-grind cam, head work, valvetrain mods and a MAFless tune for 330rwhp



CLUB LIFE:
MID-NORTH COAST
HORSEPOWER

MEL'S VT WAGON

Lisa Ferrin's VY wagon wasn't the only family mover on show during our photo shoot. Mel Smith's series-1 VT wagon definitely made its presence felt by rolling into our location and promptly deflating its airbags, tucking the 20in colour-matched rims right up under the guards. If that wasn't cool enough, the 5L-powered wagon also packs a serious audio punch with a full stereo install and the interior boasts Coulson seats front and back. Mel has had the wagon for about 18 months and bought it half finished. When asked what else she had planned for it, we copped a simple, "It's never finished!"

The twin subwoofer enclosures look cool and still leave plenty of room in the back for luggage or shopping



The wagon boasts black leather and suede Coulson seats front and back



The big 20in colour-matched rims tuck right up under the guards thanks to a full airbag system





The trim is still the same as when it was featured on the cover of Street Commodores all those years ago – and still in excellent condition!

Making over 700rwhp thanks to the 383ci cast-iron LS1 and blower kit, it looks great doing it, too!



The Lenso rims are pretty different from the old billets, but help make the CV8 look more how Michael wants it



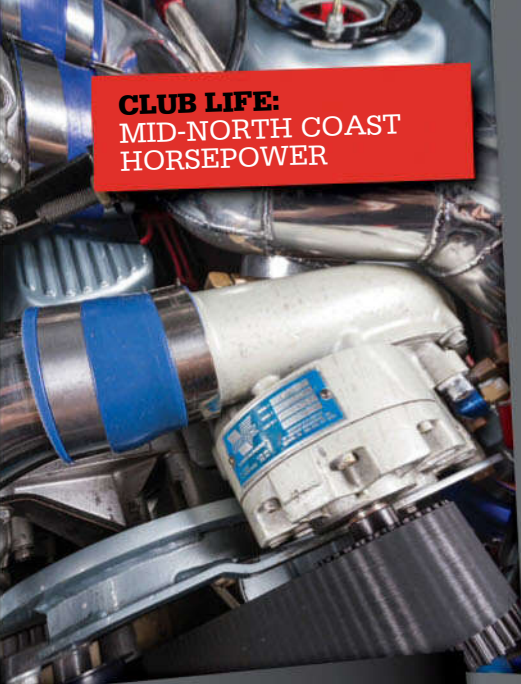
Michael has built himself a neat little stereo install in the boot, too

MICHAEL'S CV8

Club founder Michael Muddle's CV8 Monaro has a pretty storied history, having graced the cover of Street Commodores magazine some 10 years ago when originally built by renowned local car builder Dave Keen. Michael bought the car, lock, stock and barrel five years ago and has been working to put his own stamp on things since then. Still running its 700rwhp+ Vortech-blown 383ci cast iron LS1, the coupe has seen changes at every turn, including new Lenso wheels, an overhaul of the airbag system, plenty of under-bonnet detailing and a new home-built boot install for a couple of power amps and 12in sub that leaves plenty of room for overnight bags or some sunny afternoon shopping. Michael isn't 100 per cent on what else he wants to do with it yet, but a respray might be in order.



CLUB LIFE:
MID-NORTH COAST
HORSEPOWER



Dave's VN is one tough mutha, with a Vortech-blown, twin-throttle Holden stroker making 580rwhp



Dave reckons the leather trim is a little tired these days and is one of the things on his list to fix next



Is there anything the VE rims don't look good on?

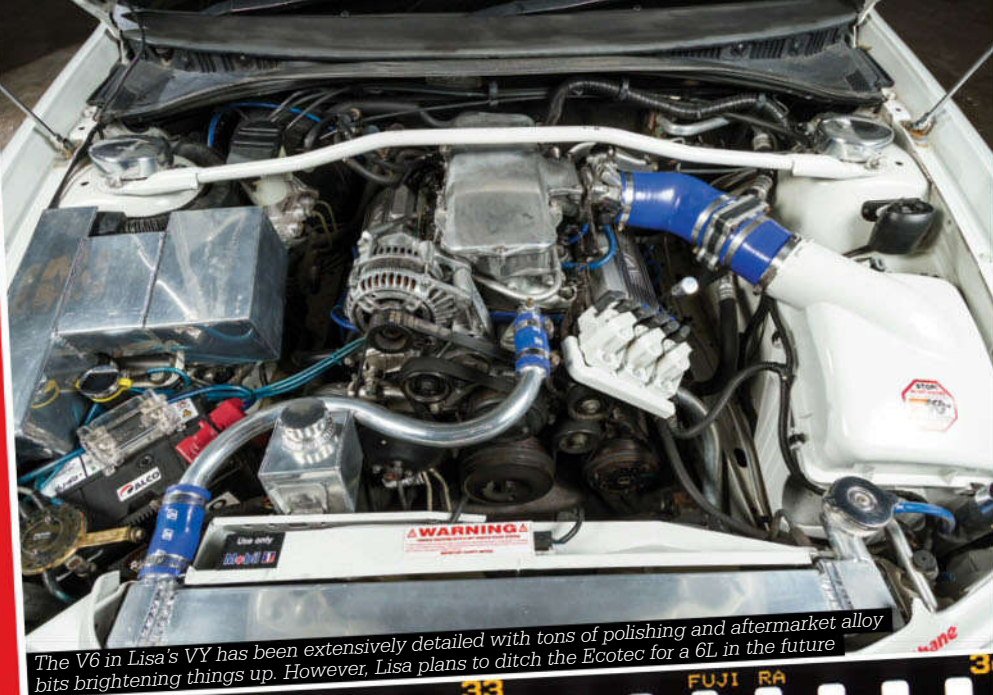
DAVE'S VN CALAIS

Dave Page has had this VN Calais for the last 13 years and it's become a rocket ship in that time, thanks in large part to a beefy twin-throttle, stroker Holden motor and Vortech supercharger setup. Together with some judicious hidden wiring, the combo looks as good as it goes. Outside, Dave has retained the Calais' classic good looks, but added some VE 20in rims and upgraded the front brakes with a PBR twin-piston kit. The project isn't finished yet, though. Dave says he's turning his attention inside soon, with an interior freshen up to the SV5000 leather which should round out the package nicely.



LISA'S VY WAGON

It was nice to find that the Mid-North Coast Horsepower club wasn't a totally boy's club. Indeed, the club boasts several female members, including Lisa Ferrin and her cool VY Lumina wagon. Lisa bought the wagon from fellow club member Ben Henshaw a little over a year ago and actually appeared in Street Commodores magazine. Today it still boasts all the mods Ben performed, including plenty of engine bay detailing, an in-the-weeds stance and 20in rims. Lisa has started adding her own touches, which include chrome exterior handles and chromed bonnet struts. She says, "I just love getting into it and going for a drive. It's a nice cruiser with a killer sound system."



The V6 in Lisa's VY has been extensively detailed with tons of polishing and aftermarket alloy bits brightening things up. However, Lisa plans to ditch the Ecotec for a 6L in the future

There's plenty of thump coming from those twin 12in subs, but also plenty of room to carry stuff on longer cruises or daily duties



The interior is classy and clean, following the white and black theme that runs throughout



PETAR'S CAPRI

26-year-old Petar Dabelic loves Capris. His first car was a V6 model handed down by his father and he still has it now – it's currently at home undergoing a full resto. On the day of our shoot Petar showed up in this incredible House of Kolor Galaxy grey model that he bought as-is about six months ago as a freshly finished project. It boasts a 302ci Windsor, 9in and Top Loader. However the car is much more than its driveline, with detail to be found everywhere, like the black and grey leather trim, digital dash cluster, stereo install, sun roof, flared rear guards and beautifully detailed engine bay. Despite the car's already nice level of finish, Petar says he still plans to add more billet parts into the engine bay and interior.

The 302ci Windsor in Petar's Capri is really nicely detailed. While power is untested, it boasts Edelbrock heads and intake, 650cfm Holley, big cam' and is backed by a 4-speed and a 9in



Like the body colour, the custom interior is understated, but totally custom

The big retro-looking billet rims suit the old Capri down to the ground, but necessitated the rear guards be flared





The interior boasts plenty of classy touches, including a bunch of Autometer gauges, tan leather and carpets and a Microtech hand controller



The T042 pumps 22psi into the little 13BBPT for an impressive 485rwhp and looks pretty damn sweet doing it

KEPLER'S CAPELLA

31-year-old Kepler Hooper announced his arrival to our photo shoot with an unusual racket – that of an on-edge 13B turbo rotor. The 1975 Capella boasts all the good bits, including a narrowed 9in, bridgeport motor with T042 turbo (running at 22psi), Microtech ECU with hand controller and much more. It makes a very stout 485rwhp and the car was in

very rough condition when he found it about six years ago. Today, it looks – and goes – great, with Ford Territory blue paint, big chrome wheels, brake upgrade and custom interior. He's clearly a rotor lover, having previously had both a series-3 and series-5 RX7 and his plans for the little Capella include more boost and running it down the strip.



Twin-piston PBR front brake upgrade helps bring up the almost 500rwhp



CLUB LIFE:
MID-NORTH COAST
HORSEPOWER



The smooth and clean engine bay features a 355ci Holden stroker with an HSV twin throttle and backed by a T56, making it a real driver's car – especially with the shorter 3.7:1 gears out back



FR19s are a timeless look for just about any car

SHANE'S VN CALAIS

It was a day for VNs with stroker Holden V8s and Shane Potts' Calais was no exception, with a Harrop 355ci under the bonnet. With a Group A manifold, T56 6-speed, button clutch and 3.7:1 gears, it's sure to be a fantastic drive car, but things are just as nice inside. Here you'll find all the original options ticked, including digital climate control, power everything and immaculate, plush velour trim. Shane says he's had the car for around six years and was in average condition when he found it. He loves VNs and has another, much wilder VN at home in the shed undergoing a refresh right now.



The Calais is in fantastic condition, inside and out





Anthracite HSV VZ buckets meld seamlessly into the rest of the understated but classy trim

BRENDAN'S VN SS

One of the standouts (if for no other reason that its eye-catching purple and blue pearl paint) of the group was Brendan Page's VN SS. Running a 355ci stroker with a COME Racing twin throttle manifold and forged bottom end, it's a touch machine. Add the Vortech pump and you've got a weapon of a street car. The mechanic reckons he's spent too much on the car already, so future plans might be a little thin on the ground, but what's already there, like the trimmed out boot, VZ HSV seats, gauges, RF20-1 rims and slammed stance all make it a great streeter.



There's a solid 450rwhp living under the bonnet of Brendan's VN, a COME twin-throttle-equipped 355ci forged stroker boosted with a Vortech making for one potent street car



Pop the boot and Brendan's attention to detail continues to shine through



CLUB LIFE:
MID-NORTH COAST
HORSEPOWER

MAX'S XR6 TURBO

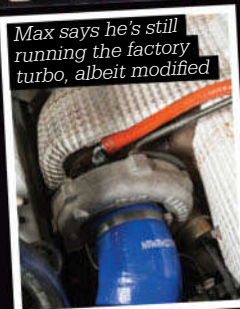
The Mid-North Coast Horsepower Club doesn't make any fuss about what makes and models take part. So, while there are plenty of Holdens amongst the group, there's a goodly number of Fords and other makes, too, like Max Robertson's XR6 Turbo. He's had the car for around 18 months and has been a part of the club since the beginning, modifying the Falcon along the way with a fully built bottom end featuring H-beam Spool rods and Ross pistons to cope with the 16psi coming from the modified factory turbo – although he plans to upgrade that soon, too.



Max's no-nonsense engine bay hides 363rwkW on 16psi thanks to a built bottom end, tickled top end and upgraded fuel system



It's largely stock inside, but some judicious use of carbon-effect vinyl wrap makes it a little more custom



Max says he's still running the factory turbo, albeit modified



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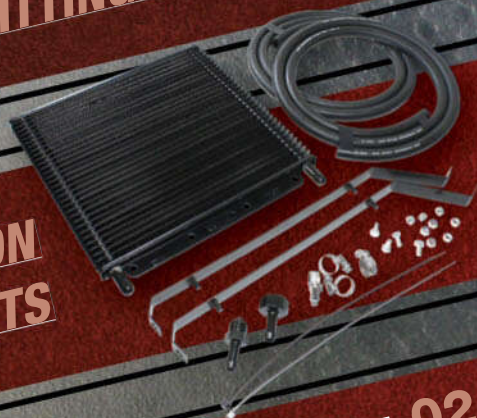
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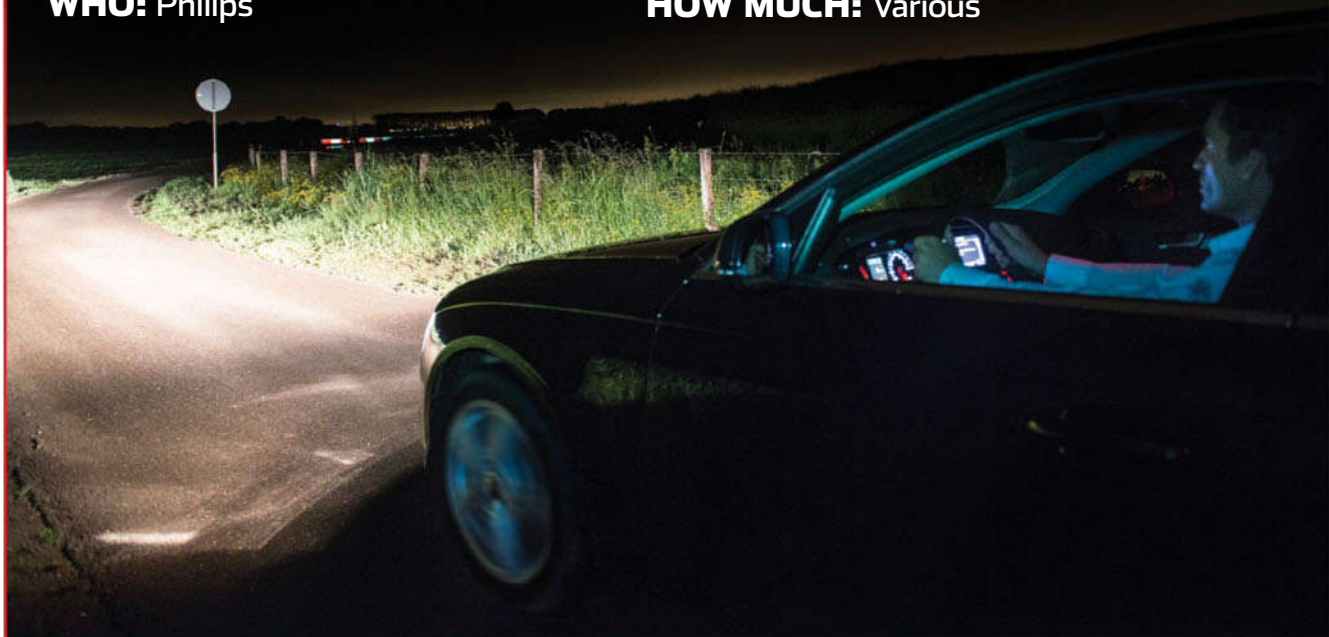
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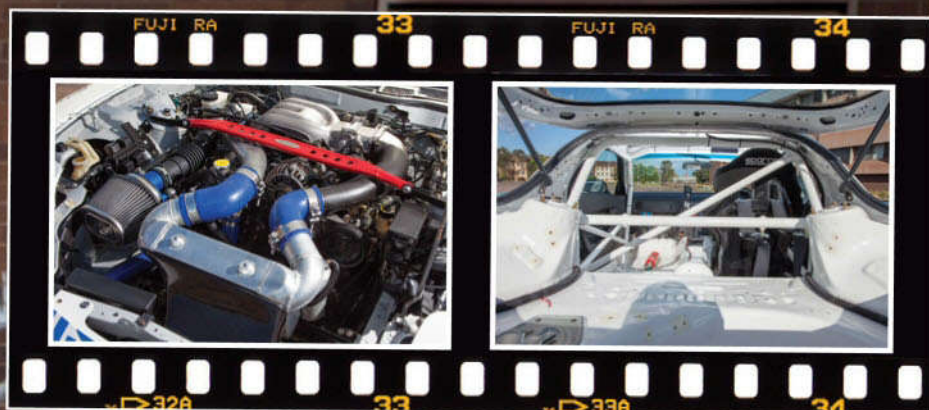
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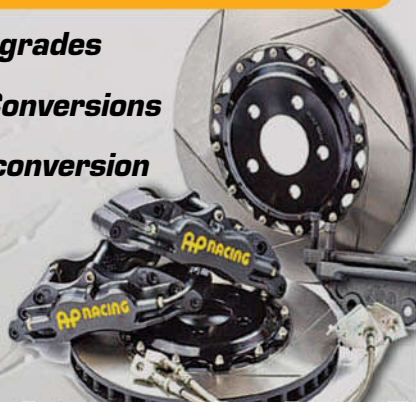
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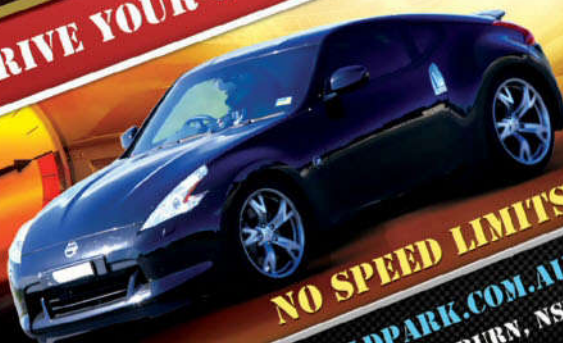


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